

part of the said fare, by reason of the introduction of the said road into the District of Columbia, and into the city of Washington ;

*And whereas*, The Board of Aldermen and the Board of Common Council know, with content, that the resources of the State of Maryland are now so large as to enable it to remit freely any burden heretofore imposed for the payment of the public debt, other than such reasonable charges as may properly fall on the citizens of that State ; therefore—

*Be it resolved*, *By the Board of Aldermen, and the Board of Common Council, of the city of Washington*, That the General Assembly of Maryland be and they are hereby respectfully asked, to repeal the said tax on passengers between Washington and Baltimore.

*Resolved*, That the Mayor be requested to transmit a certified copy of these resolutions to the President of the Senate, and the Speaker of the House of Delegates of Maryland, to be laid before the respective Houses of the General Assembly of the said State.

(Signed)

CHARLES ABERT,  
President of the Board  
of Common Council.

(Signed)

WILLIAM T. DOVE,  
President of the Board  
of Aldermen.

Approved February 4, 1860.

(Signed)

JAMES G. BERRET,  
Mayor.

I certify that the above is a correct transcript from the original.

WILLIAM MORGAN,  
Register.

Which were read, and referred to the Committee on Corporations.

Mr. Bradley presented the petition of George T. Burgess, Joel Thomas, James Merrick, and thirty-three other citizens of Queen Anne's county, for an act to widen the public road running from Beaver Dams to Coppage's Landing ;