

distance between the cities of Baltimore and Washington; and that an application for that purpose to the Legislature by the rail road company would make it lawful or the Legislature to make such regulation of charge as it might deem necessary, not reducing the charge for the transportation of passengers to the company below \$1.50 for the whole distance and ratably for any shorter distance. Although the company have deemed it inexpedient to take any step which might expose it to the regulation which the last provision of the charter would authorize, it has never been doubted that the present maximum was prejudicial to the interests both of the State and the company.

Other parties concurring in these views, and feeling equally interested in a reduction of the present high rate of fare, and in no wise restricted by the charter, it is understood applied to the Legislature at the last session to authorize the company to reduce the maximum in such manner as while it should lessen the nominal charge, would prevent the evils arising from the existing competition with the bay line, and attract a greater amount of travel to the road, and thereby augment the aggregate receipts to the State and the Company.

Although it is understood that from the representations at that time submitted to the Legislature a gradual diminution in the number of passengers over the Washington road, and a proportionable increase in those taking the bay line were apparent, and there were grounds also to apprehend that the evil might be increased in future, the Legislature, not being satisfied it may be presumed, that the apprehension was sufficiently well founded at that time to warrant their interference, failed to adopt any measure to provide for the emergency.

What at that time, however, might have been deemed too speculative and conjectural has subsequently become reality, and the loss, to the State and to the company, occasioned by the diminution in the number of passengers over the rail road has so far exceeded even the conjectures at that time hazarded as to make it my duty to make you acquainted with it.

From the enclosed communication of Mr. M. N. Falls, President of the Washington and Fredericksburg Steam Boat Company, and the comparative statement it contains of the number of passengers over the Washington road in connection with the through ticket connecting them with the Southern portions of the inland line, for the months of February, March and April in the years 1842, 1843 and also the result of an examination of the books of his company for the months of May and June 1843, your Excellency will perceive that the falling off has been in fact more than equal to two-thirds of the entire travel ordinarily enjoyed by this line.

By the enclosed official report and statements from the Superintendent of transportation of this company, these results are further confirmed, and the serious loss to the State in the receipts from the