

the public interest. They would therefore urge upon the legislature the enactment of some provisions which will guard the public from the existing monopoly, and prevent in future any violations of this character. There is a necessity for this, not only to protect the travelling community, but also to foster and encourage other works in which the State is deeply interested. The two great competitors for the western travel, are identified, the one with the State of Maryland, and the other with the State of Pennsylvania. These are the Great Central or Maryland route, by the National Road and the Baltimore and Ohio Railroad, and Western Pennsylvania route, by the Pennsylvania improvements; and the only way in which the Maryland route can successfully compete with that of Pennsylvania, and thus gain for Maryland the benefit of the travel of the great West, is by being enabled to transport passengers at a cheaper rate than her rival. This she can very readily do if fair competition is offered at the eastern terminus of the route, that is, between Baltimore and Philadelphia, as a fair and reasonable rate of fare between those two places enures to the benefit of the whole route through to the West, and thus enables the Maryland route to command the Western travel without difficulty. With the existing monopoly between Baltimore and Philadelphia, the most unreasonable charges for travel are made upon that portion of the route, and the consequence is that the whole Central route is thereby prejudiced and utterly unable to gain for the State the travel of the great West, which is, in the opinion of your committee, no small element in the prosperity of the State, and a matter regarded as highly important, in estimating the true character of this monopoly. With a view, therefore, to protect the travelling public, and also the interests of the State at large, your committee would recommend that the right to charge toll, *per capita*, upon passengers be granted to this company, guarded by such limitations and restrictions as will render the charge subservient to the public interest. They would recommend also that the maximum rate of such charge be twenty-five cents for the entire distance through the canal. In advising this rate of charge, your committee have no disposition whatever to deal in a spirit of illiberality with the company, but they have fixed this as the maximum amount, and consider it as absolutely *necessary* to protect the interests of the State and prevent the recurrence of these monopolizing combinations, at the same time they regard it as a very liberal charge. By referring to a table in the appendix, it will be found that it is very much higher than the tolls of any other canal whose tolls they have been enabled to ascertain. The very highest rates which your committee have met with, is that of the Tide Water Canal, which charges 7 25-45 mills per mile for each passenger, which would, at the same ratio, make the whole toll through the Chesapeake and Delaware Canal about ten and a half cents for each passenger. On the various other canals cited in the said table, it will be found that the toll varies from 2 to 4 mills a mile for each passenger. Your committee have, however, thought proper to name twenty-five cents,