

which is at the rate, or nearly so, of $1\frac{3}{4}$ cents a mile, in a spirit of liberality towards this company, and they have been governed in this matter very much by the views of the company itself; for in a report made by the President and Directors of the Chesapeake and Delaware Canal Company, on the 5th of June, 1843, the following language is used, in addressing the stockholders, to wit:

“ Since your last meeting, a daily line of steamboats has been established between this city and Baltimore, driven by Errickson propellers, which passes through the canal; and subsequently a third boat of the same character has been put on the route; and from the patronage they receive, it is very evident that the enterprise has proved successful, AND OF COURSE PROFITABLE TO THIS COMPANY.”

It will be observed that they here say that the terms on which the boat was then running, was *“ of course profitable to this company,”* and it must be recollected, that those terms were not as advantageous to them as the rates herein recommended, because by their agreement with Messrs. Peck & Co. he was entitled to carry twenty passengers, free of all toll, and to pay twenty-five cents on the residue. Now, according to the opinion of the President of the Company, 40 passengers would be a fair average number for each boat, and therefore by their own arrangement, made solely for their own benefit, they agreed to receive just one-half of the amount herein proposed.

Your committee, therefore, in order to carry out their views, have herewith reported a bill, the passage of which they recommend to the House, as likely to effect what is clearly demanded by considerations of public policy and self-interest to the State of Maryland.

All of which is most respectfully submitted.

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