

	Passengers.
travel from New York and Philadelphia by operation of through ticket,	13,393
Gain in revenue to Washington Branch Road in seven months by through tickets,	\$24,107 40
Gain to the State of Maryland in revenue by the through ticket in seven months being 20 per cent. of the above,	4,821 48

The other statistics of the road show conclusively that nearly the whole gain in the travel between New York and Baltimore, and New York and Washington and Philadelphia and Washington, was owing to the through ticket and quickened speed resulting from it. The Through ticket between New York and Washington, entitled the passengers to be carried with his baggage free of charge through Philadelphia and Baltimore, the through ticket between New York and Baltimore, entitled the passenger to be carried with his baggage free of charge, through Philadelphia, and there is no other reduction. These through tickets do not restrict the passenger as to time, so that he can stop in either city if he desired. The rates are uniform and the same in both directions. The increase of travel to Baltimore, shows plainly that, that city has been largely benefited by the system, while the increase to Washington shows that the State of Maryland has also received a very substantial benefit, both as a stockholder in the Washington Branch, and in the shape of a direct revenue from the passengers. There has, therefore, been no discrimination against either the city of Baltimore or the State of Maryland, in this arrangement of through tickets, nor has there been, as we conceive, any violation of the spirit or intention of the law referred to. The different companies between New York and Washington, have carried out a plan calculated to increase and which has largely increased the travel between those points, and between New York and Baltimore and Philadelphia and Baltimore, and in thus doing they contend they have benefited all parties interested and particularly Baltimore and the State of Maryland, because they have a double and a three fold interest in this travel. *First*, as increasing the trade of the city, and second as increasing the earnings of the Washington Branch, in which both the city and State are stockholders, and third in the increased revenue thereby put into the State Treasury. In regard to the through ticket West, it may be remarked that the cities of Baltimore and Philadelphia, New York and Boston, are all striving for the Western trade and travel, and they each have one or more lines of Railroad built, for the avowed purpose of attracting this trade. Thus Boston has her northern line by way of Ogdenburg to the West, and her Western Railroad, by way of Albany, Rochester and Buffalo. New York has her central line by