

the charges for loading and unloading, weighing, storage, receipt and delivery.

It will be observed that, according to the tariff, all freights shipped from way-station to way-station on the Washington Branch, are charged at the rate of four cents per ton per mile, but not less than \$5.00 per car by agreement.

Upon first-class freights between Washington or Baltimore and way-stations, the total charge for loading, delivery, &c., is from 26 to about 30 cents per ton. Thus, according to the tariff, the charge on first-class freight from Baltimore to Annapolis Junction, 18 miles, is \$1.30. This sum may be made up of these items:

Transportation to Relay, 8 miles, at 8 cts.....	.64
“ “ Junction, 10 miles, at 4 cts.....	.40
Loading, delivery, &c.....	.26

1.30

By a similar calculation, it will be found that for the last item, 30 cents have been included in each of the charges from Washington to the way stations.

This being very low as an average charge, is not excessive in any case, and it has been found more satisfactory to the public to include it in a total sum, which covers all expenses, than to separate it.

Your honorable Body will thus perceive that this Company has violated no provision of its charter; and I may be pardoned for adding, that the charges made for freights on the Washington Branch, are among the lowest railway charges known in this country. The maximum allowed is less than the customary rates on many other railroads, and much less than the rates allowed in the charter of the Baltimore and Potomac Railroad and other roads projected for the same region of country. Yet this company in a multitude of important instances, keeps its rates on the Washington Branch below those allowed by its charter.

The deep interest of the State of Maryland in that road may justify me in supposing that the Honorable Senate will be pleased to know that the company has been able to make still larger concessions to the public, in respect to the passenger traffic. The charter authorizes a charge of \$2.50 for each passenger between the two cities, but the charge actually made is only \$1.50. For way passengers generally, a similar reduction has been made, and for the special accommodation of the people along the Washington Branch, and the citizens of Baltimore and Washington, a system of commutation tickets has been adopted, which results in extraordinary cheapness of travel. Persons are charged a gross sum for an entire year, being permitted to travel over the road as often as may suit their convenience. For the entire distance between the two cities, the annual charge is but \$150.00 per annum;