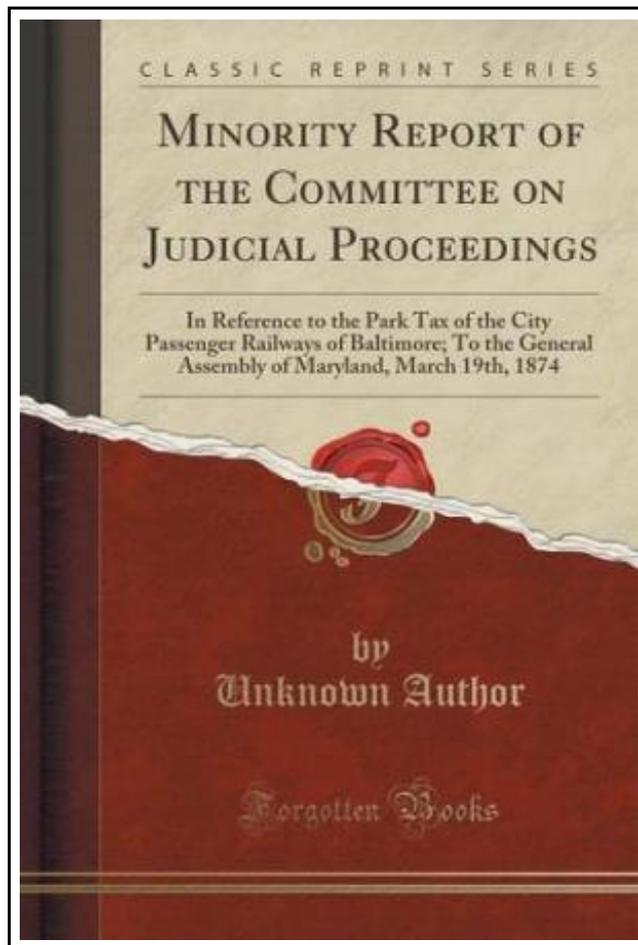


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Forgotten Books, United States, 2015. Paperback. Book Condition: New. 229 x 152 mm. Language: English . Brand New Book \*\*\*\*\* Print on Demand \*\*\*\*\*.Excerpt from Minority Report of the Committee on Judicial Proceedings: In Reference to the Park Tax of the City Passenger Railways of Baltimore; To the General Assembly of Maryland, March 19th, 1874 The Bill reported favorably by a majority of the Committee on Judicial Proceedings is objected to by me for the reasons herein set forth. It provides for relieving the Passenger Railway Companies of the city of Baltimore of a tax called the Park Tax, to the extent of one-half the amount now required to be paid to the said city. In order to understand the nature of this Park Tax, it will be necessary to examine into its history. The first proposition looking to the construction of a Passenger Railway in the city of Baltimore was by Chas. A. Talbott, Esq., who, on the 17th of January, 1859, as a member of the City Council, introduced a resolution reciting that by the Act of the General Assembly of 1831, chapter 252, full power was given to the city of Baltimore for the construction of tracks along its streets, and by said resolution directed the Committee on Highways to inquire into the expediency of constructing a City Passenger Railway. In pursuance of that resolution, Wm. H. Travers, Robert Cathcart and others submitted a proposition for constructing a Railway, the fare to be five cents, and offering to pay a bonus of \$20,000, and other taxes, for the franchise to be granted. A proposition was also made by Chauncy Brooks, Zenus Barnum and others, to run the cars for three cents fare, and offering a bonus of \$10,000. This was called the Brooks Bill. About the Publisher...

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