

gentleman nor any man living, in a situation where they might be influenced by considerations which they were not aware of.

Mr. DAVIS said:

That his venerable friend had remarked that he would not trust him in such a position, because his interests and connections were such with the District of Columbia, that in all probability, he would be biased by them to the detriment of the interests of the State. He felt this to be unkind coming from the source it did.

If his venerable friend would refresh his, usually vigorous memory, he would recollect, he must recollect, that he, [Mr. D.,] had parted with every dollars worth of property, he had in the District of Columbia, and had placed it along side of him in Howard District, and near to the Baltimore and Ohio rail road. His friend knew also, that he had interests in the city of Baltimore, and that his residence and interests in Montgomery was too remote from the canal ever to be benefited by it.

His venerable friend seemed to have forgotten that in ascribing controlling motives of personal interest to gentlemen from Allegany, from Washington, and forsooth himself, as being connected with the canal, he had used a two edged sword which, while it cut those gentlemen as deeply with the other edge cut his friends, the directors of the Baltimore and Ohio rail road company.

He seemed to have forgotten that he had used an argument which might be returned with effect—but he forbore. Less upon this point he could not say—more he dare not attempt.

His venerable friend had called upon him to state some facts with regard to the rates of toll charged upon the Chesapeake and Ohio Canal and the Baltimore and Ohio Rail Road. Upon this subject he had not desired to say a word more than had already been said. He had said to the gentleman from Baltimore county, (Mr. Howard,) yesterday that he felt no desire to enter into this subject, but if advanced he should not decline it. But for the direct call upon him, he would not now allude to it.

He would repeat what he had said yesterday, that the charge for transporting coal on the Chesapeake and Ohio Canal, one hundred and eighty-four miles long, was 46 cts and including boat duty, 54 cts. By comparing the same article with the rates charged on the Erie Canal, three hundred and sixty-four miles long, he found it to be for whole distance, 36 cts.

Same rate applied to the Chesapeake and Ohio Canal would be 18 cts.

Actual charge as above shown is 54 cts.

Charge for flour on Chesapeake and Ohio Canal per barrel, 28 cts.

On Erie Canal, three hundred and sixty-four miles, 28 cts.

Same rate applied to Chesapeake and Ohio Canal, 14 cts.

The Erie is a forty foot Canal—the Chesapeake and Ohio a sixty foot Canal.

On the Baltimore and Ohio Rail Road the charge for coal is per ton per mile, whole distance, 1 1-3 cts.

NOTE. The Baltimore and Ohio Rail Road has made (according to the Sun,) a reduction on flour since the first instant, viz: from Ijamsville fifty-four miles from Baltimore, 1 ct. Frederick, sixty-two miles from Baltimore, 1 1-2 ct. Harpers Ferry, eighty-two miles from Baltimore, 7 cts. Peachen Mills, Va., eighty-four miles from Baltimore, 2 cts. Martinsburg, one hundred and one miles, 3 cts. North Mountain, one hundred and ten miles, 3 cts., and Cumberland one hundred and seventy-nine miles, 14 cts. per barrel. The paper does not state whether a corresponding reduction, or whether any reduction has been made between Ijamsville and Baltimore.

To be reduced after 1st June to a fraction less than 1 1-4 cents.

Average cost of transportation, as shown by twenty-third annual report, is per ton per mile, \$1 64, or within a small fraction of 1 2-3 cents.

Cost upon the Reading Railroad, the most favorable coal road in the United States, as shown by their report, is per ton per mile, 170-100 cts.

The charge for transporting flour on the Baltimore and Ohio Railroad, is not uniform. For instance, from Elysville, twenty-one miles from Baltimore, the charge is 12 cents per bbl., or 5 cents 7 1-4 mills per ton per mile.

From Hood's mill, thirty-five miles from Baltimore, the charge is 15 cents per bbl., or 4 1-5 cts. per ton per mile.

From Monrovia, fifty miles from Baltimore, it is 20 cents per bbl., or 4 cents per ton per mile.

From Point of Rocks, seventy miles from Baltimore, it is 23 cents per bbl., or 32 9-100 cts. per ton per mile.

From Weaverton, eighty miles from Baltimore, the charge is 26 cents per bbl., or 3 25-100 cts. per ton per mile.

From North Mountain, one hundred and ten miles from Baltimore, 38 cents per bbl., or 3 45-100 cts. per ton per mile.

From Cumberland, one hundred and seventy-nine miles from Baltimore, 54 cents per bbl., or 3 1-10 cts. per ton per mile.

Upon plaster, the charge is 2 cents per ton per mile, up to Monrovia, fifty miles; from thence to Harpers' Ferry, eighty-two miles, the charge is uniformly \$1; to North Mountain and other points in Virginia, about 1 1-4 cents per ton per mile.

He felt no disposition to go further into this subject. He had only risen to set himself right in regard to the statement, that he had interests in the District of Columbia, to bias his public acts against the interests of Maryland. Having shown that such was not the case, he would not trouble the Convention further.

He would say nothing further in relation to the matter of tolls. There were, however, other things to which he could refer, but he felt no disposition do it at present. He had simply risen to set himself right in regard to the statement that he had some interest in the District of Columbia. Now, such was not the fact, for what interest he formerly had there, had been trans-