

The testimony of Mr. Duvall—His testimony refers to several charges which he thinks unreasonable, these charges were made during the winter season, where the labor, difficulty, and expense of transportation are necessarily increased by the inclemency of the weather; and in this particular instance when the company were laboring under great difficulties arising from the freshets which have destroyed several of their bridges, and washed away a part of the road, compelling the company to employ additional locomotives and cars to accommodate the public and keep up a continuous line of intercommunication between the cities, while other lines were discontinued in consequence of the inclemency of the weather. Mr. Duvall states that the rates were increased previous to the freshet but does not mention what the increase amounted to. The specification relative to the "coal measures and collars," in the report weighed as there stated 5,625, must be in error. It is not stated that the coal was weighed by the company. The bill as exhibited calls for 90 bushels of Virginia coal. Now, we are unwilling to believe that a bushel of coal weighs no more than a bushel of wheat, which would be the weight if the statement be correct. We have taken some pains to ascertain what a bushel of such coal would probably weigh, and find that it would be upwards of 80 pounds, which for ninety bushels would make 7,200 pounds. In fine, we regret exceedingly that the *whole* testimony was not *printed*, as it would have enabled each one who felt interested to examine for himself and deduce his own conclusions. We will not charge any unfairness in selection; but we cannot but believe the printing of *the whole* would have been more satisfactory than that of a part.

We do not think it more than just to the company to advert to an insinuation contained on the sixth page of the report. "The order of the House of Delegates under which the present enquiry was instituted, was adopted on the 11th of February, and very soon afterwards there appeared in the newspapers, an advertisement over the name of the President giving notice that the rates for passengers was reduced, &c."

It was expressly stated to the Committee by the Vice President that this reduction had been made *previously* to the order adopted by the House—and that it was published as soon as ever the route was re-established by the repairs of damages done by the freshet, and to counteract the impression gone abroad that the road was impassable, and to prevent the travel from the West taking Philadelphia, via the Chambersburg line, which to a considerable extent had been done after the freshet. And it will be proper here to mention the fact that the company in their *anxiety* to keep up their continuous transportation and accommodate the public after their misfortunes, were paying the enormous sum of \$15 *per hour* for the use of an Ice-Boat to run from Philadelphia to Wilmington, as was stated before the Committee.

In conclusion, from a review of this whole subject with the maturest and most deliberate reflection, we cannot but regret that upon