

to cases where "the loading is not" done immediately on the line of the road or the Washington road. The operation of this act of 1836 is very onerous indeed. The company keeps an expensive force to load its cars with articles to be brought to Baltimore, and unless it *unloads* them in Baltimore, it can make no charge; for they must load *and* unload to be authorised to charge. In Baltimore, even where the unloading is done by the consignees, the company have to maintain a most expensive establishment of horses and drivers to drag the cars from the outer depot where the steam is detached from the trains, through the streets of the city to opposite the stores of the consignees where these are on the streets in which tracks have been laid down; sometimes when the same car contains the goods for several consignees, it has to be dragged from store to store, oftentimes very remote from each other and in different sections of the town. This expense amounts to between 20 and 30,000 dollars per annum, and being incurred to save the consignees the drayage to the outer depot, ought to be compensated by a reasonable charge, such as was made before the act of 1836, which should be repealed so far as it interferes with the authority in this respect of the act of 1830, chap. 117. The restriction on the charges is copied from the acts of Pennsylvania and Virginia of last year.

For the transportation of any parcel or article on said rail road and its branches, any distance whatever, twelve and a half cents, and a like sum for taking up and setting down any person who shall travel a distance not exceeding eight miles, in addition to the charge per mile for the conveyance of such person.

In all cases where burden cars, not the property of the said company but belonging to any other person or persons, copartnership or company, shall be used on said road and its branches, or either or any of them, the said company shall be entitled to receive from the owner or owners, conductor or conductors thereof, for the use of their said road or its branches, as follows:

On all goods, produce, merchandize or other property, in any such car or cars, per ton per mile, not exceeding	4 cents.
On each burden car of four wheels, per mile	1 "
For each additional pair of wheels, per mile	5 mills.

And in addition to the above tolls the said company shall be entitled to receive from each owner or owners, for the use and on account of the motive power employed on said road or its branches, as follows:

On all goods, produce, merchandize or other property, in such car or cars, per ton per mile, not exceeding	2 cents.
On each burden car of four wheels, per mile	1 "
For each additional pair of wheels, per mile	5 mills.

two thousand pounds being reckoned as a ton; and in order to compensate for the additional motive power required on the higher grades of the road, be it enacted, that in all cases where the