

between the Relay House and Washington, at 5 cents per mile, is \$1.60.

But the company is also allowed to make an additional charge both on the main stem and on the Washington Branch, for loading, unloading, receiving, &c., which on the latter road, is not to exceed the customary charges for similar services in Washington or Baltimore. It was formerly the usage of the company to make distinct charges for this service, but of late years, the small amount charged on that account has been included in the charges for freights.

The company is also allowed to make special charges for very short distances, or on small packages. It is also allowed on the Washington Branch, to make special contracts for conveying on the said road the mail of the United States, for the exclusive use of any car or wagon on the said road for a limited time or distance, and for the transportation thereon of horses and other living animals, and of carriages machines, furniture, and articles of large size or unusual construction, or requiring more than ordinary care or particular arrangements for their conveyance.

Without setting out with literal exactness all the details of legislation on this subject, it is believed that the preceding statements will be received as a satisfactory reply to the first inquiry contained in your resolution.

The highest charges made by the Company in the year 1866, as mentioned in the second branch of the resolution, were in accordance with the "Washington Branch Tariff," of which a printed copy is herewith submitted. This tariff was formed and printed in the year 1863, and has ever since regulated the charges of the Company. Before it was established, doubts had arisen as to the construction of the Company's charter in respect to some of its charges, and these doubts had been settled in some cases by judicial decision, and in others they had been resolved by the opinions of learned counsel. It is confidently believed that this tariff is in all respects lawful, and that none of the rates specified in it are in excess of those allowed by the charter of the Company.

It will appear, upon examination, that many of the charges are considerably below the maximum allowed by the charter. That maximum between the two cities, as has been stated, is \$2.24 per ton, without the additional charge for loading, delivering, &c., and without regard to the special rates permitted. On the whole second class the rate in the tariff is but \$2.00; on coal and manure, \$1.60; on flour, (which the Company is authorized to rate at a ton for 10 barrels) \$1.20; on coal from the mines, \$1.09 per ton of 2,240 pounds from the Relay House to Washington, &c. The highest or first-class rate specified in the table is \$2.50, which, after deducting the above maximum of \$2.24, leaves but 26 cents to cover