

## RESPONSE.

OFFICE OF THE CUMBERLAND & PENNSYLVANIA R. R. Co.,

New York, February 12, 1867.

*To the Honorable the House of Delegates of Maryland :*

The Cumberland and Pennsylvania Railroad Company, beg leave to respond to the order of your Honorable body, passed on the 2d day of February.

In regard to the inquiry as to "what charter the line of railroad running from Cumberland via Mount Savage, Frostburg and Lonaconing to Piedmont, is worked under." They answer and say the line of railroad named, is worked under the charter of the Cumberland and Pennsylvania Railroad Company, a corporation of the State of Maryland, a copy of which, with the several amendments thereto is herewith submitted. The organization, business and accounts of the said railroad company, have no direct connection with any other body corporate of the State.

To the further inquiry as to "whether the said railroad is worked in accordance with its charter," the answer is made that the company is not aware of any instance in which the authority of its charter has been exceeded, nor its provisions in any respect visited. The company was only chartered, its stock subscribed and paid for; its organization perfected, and it entered upon the prosecution of its business of transportation precisely alike, and in no respect different from any other railroad company of Maryland.

Its power to charge the maximum rate of six per cent per ton per mile have never been used, except upon the very short hauls near Piedmont of 1½ to 5 miles, whilst in all cases of 15 miles and upward the rates of charge are confined to about two-thirds of the amount authorized by the State. These are the existing rates: Up to the fourth year of the war, viz: July 1st, 1864, when the cost of every element of operating had advanced so enormously that the income of the road at the previous rates was exceeded by the expenses, the rates of charge were about two and one-half cents per ton per