

the whole coal trade of the past year, graduate their toll sheet in the same manner, with the difference only their local rates, on hauls of fifty miles and under, are from thirty to sixty-six per cent. higher than those of the Cumberland and Pennsylvania Rail Road Company. If it be complained that the latter company charge the full rate of six cents per ton per mile allowed by its charter, then it may be stated that the former do the same, and more, with no apparent discontent on the part of its customers. As an example, take the village of Barton, the coal companies there shipped the large quantity of 176,463 tons over the Cumberland and Pennsylvania Rail Road in 1866, to Piedmont, five miles, at the gross cost per ton of thirty cents.. The same operation conducted on the Baltimore and Ohio Rail Road for the same distance, would have cost the owners or shippers fifty cents per ton according to their present rates of charge, or sixty-six and two-third per cent. higher than the heaviest rate of charge ever imposed by the Cumberland and Pennsylvania Rail Road Company.

The Baltimore and Ohio Rail Road Company is here cited in comparison, for the only reason that that great corporation was the pioneer of its kind in Maryland, and its powers made the model of all subsequent railway charters of the State.

Its great length, comparatively level engineering features and discretion to impose remunerative rates upon short distances, have made it profitable to its shareholders, whilst the short line, very high grades, involving great expense in operating, and a strict adherence to the letter of its corporate powers, have been attended with the very reverse results on the part of this railroad company.

To the further question of your Honorable Body, as to the rates of wharfage charged upon the coal at Cumberland, this company respond that the matter referred to is under the control of the "Potomac Wharf Association," a distinct corporation of the State, which fixes the charge per ton from time to time, at its discretion.

The feature of the order of your Honorable Body, as to "whether any special agreement have been made with the American Coal Company, the George's Creek Coal and Iron Company, the Central Coal Mining and Manufacturing Company, or the Borden Mining Company, by which they or either of them transport coal on said road at less freight than any other coal company on the line of said railroad," is answered in the affirmative, and the following statement in explanation respectfully submitted :

*First.* The Cumberland and Pennsylvania Rail Road Company have an agreement with the American Coal Company, now within ten months of expiration, by which, and in consideration of, the advance to it of a large sum of money, (to