

Mr. Tyson.—Have you any knowledge of any other establishment receiving any advantage during the past year?

Witness.—No other establishment that I remember, sir.

Mr. Tyson.—Have you any knowledge of any special arrangement being made within a few days past by which an establishment gained a considerable advantage in the transportation of freight to Baltimore?

Witness.—I made an offer, but we did not get the freight.

Mr. Tyson.—Then, you have no knowledge?

Witness.—I made an offer but the freight did not come to us.

Mr. Garrett.—What are the instructions of the through department in reference to rates from the East to the West, and West to the East regarding discrimination in favor of Baltimore?

Witness.—They have always been to make a proper discrimination in favor of Baltimore.

Mr. Garrett.—What are the present differences of rates from New York, Philadelphia and Baltimore to Cincinnati on each class of goods?

Witness.—From Philadelphia 10 cents on the first three classes, 5 on the fourth, and 3 cents on special classes by rail to Cincinnati.

Mr. Garrett.—What are the differences from New York to Cincinnati between the Baltimore rates?

Witness.—25 cents first class, 22 second, 20 third, 13 fourth and 16 special.

Mr. Garrett.—During the period of the existence of the St. Nicholas contract, what were the difference of rates between New York and Baltimore?

Member.—When did the St. Nicholas contract terminate?

Witness.—I don't exactly recollect the date of its termination, but I think it terminated sometime in March, 1859.

Mr. Garrett.—That is within the period pertinent.

Witness.—30 first, 25 second, 20 third, 15 fourth in favor of Baltimore.

Mr. Garrett.—Do you know whether these differences were satisfactory to the northern roads?

Witness.—They were objected to.

Mr. Garrett.—Do you know the cause of the breaking up of the St. Nicholas contract?

Witness.—Not exactly. There was some objection to the southern line making so large a difference between the Philadelphia, Baltimore and New York rates.

Mr. Garrett.—What policy did the New York Central road pursue?

Witness.—They issued handbills in the streets of New York stating that they would take freight to any point at the same